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Transportation  
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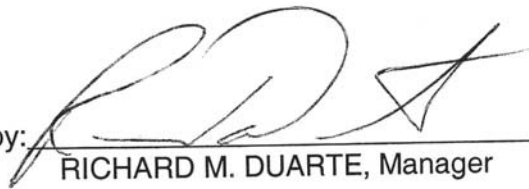
## **Final Environmental Assessment**

for

### **OLIVE AVENUE OVERPASS AT 75<sup>TH</sup> AVENUE AND GRAND AVENUE (US 60)**

Maricopa County, Arizona  
Project No. RAM 060-B-509  
TRACS No. 060MA152H560901C

Approved by:



RICHARD M. DUARTE, Manager

On: 12-19-02

*This document has been prepared in accordance with the Action Plan of the Arizona Department of Transportation for State-Funded Highway Projects.*

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## I. INTRODUCTION

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The Draft Environmental Assessment (DEA) for this project was completed and approved on August 23, 2002. The DEA evaluated the social, economic, and environmental impacts associated with the implementation of the Olive Avenue Overpass at 75<sup>th</sup> Avenue and Grand Avenue project proposed by the Arizona Department of Transportation (ADOT). A public hearing was held on September 10, 2002, at the Glendale Civic Center located at 5750 West Glenn Drive, Glendale, Arizona, to obtain comments from the public on the proposed project and on the contents of the DEA. Copies of the DEA were available for review at the Velma Teague Library, the Glendale Public Library, the Peoria Library, and ADOT's Environmental Planning Group (EPG) office. An announcement of the availability of the DEA and of the time, date, and location of the public hearing was placed in the *Arizona Republic* on August 26, 2002, and on September 4, 2002. In addition, 19,500 doorhangers prepared in both Spanish and English text were distributed to potentially affected properties within and adjacent to the project area. Because the public hearing for Olive Avenue was held concurrently with that of the 55<sup>th</sup> Avenue at Maryland and Grand Avenues project site and of the 67<sup>th</sup> Avenue at Northern and Grand Avenues project site, the total number of doorhangers distributed includes the 55<sup>th</sup> Avenue and 67<sup>th</sup> Avenue project areas as well.

The 30-day agency and public comment period for the DEA began on August 26, 2002, and ended on September 25, 2002. Comments on the DEA were received via letters, telephone conversations, verbal discussions, and on written comment sheets provided by ADOT at the public hearing, through e-mails, and through comments taken and transcribed by the court reporters in attendance at the hearing. The comments received are available for public review at ADOT's EPG office.

The purpose of this Final Environmental Assessment (FEA) is to respond to any comments received during the 30-day public and agency comment period, provide additional information, and to make corrections to the DEA, where necessary. This FEA should be used in conjunction with the DEA. It includes the list of mitigation measures to be included in the final design specifications, errata from the DEA, a summary of the public hearing with ADOT's responses to public comments, and agency letters received during the 30-day comment period.

## **II. SUMMARY OF MITIGATION MEASURES**

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The following mitigation measures were presented in the DEA and are listed here in their final version. These mitigation measures will be implemented by ADOT and/or incorporated into the proposed project construction documents. Any changes to these measures have been completed in response to the comments made on the DEA. These mitigation measures supercede any of those identified in the DEA.

**The following mitigation measures and commitments are not subject to change or modification without the prior written approval of the Arizona Department of Transportation.**

### **Arizona Department of Transportation Design Responsibilities**

1. During final design, the Arizona Department of Transportation will coordinate with the Regional Public Transportation Authority to address potential impacts to bus services. (Refer to Draft Environmental Assessment page 23.)
2. The Arizona Department of Transportation will reconstruct any impacted sidewalks. (Refer to Draft Environmental Assessment page 23.)
3. The Arizona Department of Transportation will coordinate with the Burlington Northern Santa Fe Railway during development of the traffic control plan to minimize impacts to railroad traffic. (Refer to Draft Environmental Assessment page 23.)
4. The Arizona Department of Transportation will coordinate with the City of Peoria and affected property owners to determine the location and configuration of sound barriers during final design. (Refer to Final Environmental Assessment page 8.)
5. The Storm Water Pollution Prevention Plan will be prepared during final design. (Refer to Final Environmental Assessment page 8.)

### **Arizona Department of Transportation Roadside Development Section Responsibilities**

1. All embankment slopes and affected public right-of-way will be landscaped with drought-tolerant plants and/or the area covered with an inert ground cover. (Refer to Draft Environmental Assessment page 41.)

## **Arizona Department of Transportation Phoenix Construction District Office Responsibilities**

1. The Phoenix Construction District Office will notify the local residents, property owners, and local businesses prior to the start of construction. (Refer to Draft Environmental Assessment page 21.)
2. The Phoenix Construction District Office will notify local residents prior to any temporary access impacts to pedestrians or motorists. (Refer to Draft Environmental Assessment page 23.)
3. Because 1 or more acres of land will be disturbed, a National Pollutant Discharge Elimination System permit will be required. The Phoenix Construction District Office will submit the Notice of Intent and the Notice of Termination to the United States Environmental Protection Agency and copies to the Arizona Department of Environmental Quality. (Refer to Final Environmental Assessment page 8.)
4. The Phoenix Construction District Office will provide notice to applicable utility companies prior to construction, so that customers can be notified prior to any disruption of service. (Refer to Draft Environmental Assessment page 45.)
5. The Phoenix Construction District Office will ensure that the contractor coordinates closures of intersections with adjacent Grand Avenue construction projects so that no more than one intersection is closed concurrently (Refer to Final Environmental Assessment page 10).

## **Contractor's Responsibilities**

1. Any full closures on Grand Avenue, 75<sup>th</sup> Avenue, and Olive Avenue shall occur at night or during weekend hours. (Refer to Draft Environmental Assessment page 21.)
2. No major full roadway closures shall be permitted between Thanksgiving Day and January 1. (Refer to Draft Environmental Assessment page 21.)
3. Any sidewalks that will be temporarily closed during construction shall be signed and alternative routes shall be provided. (Refer to Draft Environmental Assessment page 23.)

4. Access or temporary detours shall be maintained or implemented respectively to and for all residences, businesses, and pedestrians during construction. (Refer to Draft Environmental Assessment page 23.)
5. The contractor shall adhere to Maricopa County Rules 310 and 360 regarding fugitive dust emissions and new-source performance standards, respectively, during construction. (Refer to Draft Environmental Assessment page 35.)
6. The contractor shall be responsible for obtaining any necessary asbestos permits for demolition of any structures or removal/disposal of pipe by the contractor. (Refer to Draft Environmental Assessment page 35.)
7. The contractor shall coordinate with the Maricopa County Environmental Services Department during the planning of nighttime road closures or detours during winter months for air quality purposes. (Refer to Draft Environmental Assessment page 35.)
8. Because 1 or more acres of land will be disturbed, a National Pollutant Discharge Elimination System permit will be required. The contractor shall submit the Notice of Intent and the Notice of Termination to the United States Environmental Protection Agency and copies to the Arizona Department of Environmental Quality. (Refer to Final Environmental Assessment page 8.)
9. In compliance with Executive Order 13112 regarding invasive species, all earth-moving and hauling equipment shall be washed at the contractor's storage facility prior to arriving on-site to prevent the introduction of invasive species seed. All disturbed soils that will not be landscaped or otherwise permanently stabilized by construction shall be seeded using species native to the project vicinity. (Refer to Draft Environmental Assessment page 44.)
10. The contractor shall coordinate intersection closures with adjacent Grand Avenue construction projects so that no more than one intersection is closed concurrently (Refer to Final Environmental Assessment page 10).

## Standard Specifications Included as Mitigation Measures

1. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 107 Legal Relations and Responsibility to Public (2000 Edition) (Stored Specification 107.05 Archaeological Features), if previously unidentified cultural resources are encountered during any activity related to the construction of the project, the contractor shall stop work immediately at that location and take all reasonable steps to secure the preservation of those resources and notify the Arizona Department of Transportation Engineer. The Arizona Department of Transportation Engineer will contact the Environmental Planning Group immediately and make arrangements for the proper treatment of those resources. Arizona Department of Transportation will, in turn, notify the appropriate agency(ies) to evaluate the significance of the resource. (Refer to Draft Environmental Assessment page 33.)
2. Fugitive dust generated from construction activities shall be controlled in accordance with the *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 104.08 (2000 Edition), and Stored Specification 104DUST, 11/01/95, special provisions, and local rules or ordinances. (Refer to Draft Environmental Assessment page 35.)
3. Construction noises shall be controlled in accordance with the *Arizona Department of Transportation Standard Specifications for Road and Bridge Construction*, Section 104.08 (2000), special provisions, and local rules or ordinances. (Refer to Draft Environmental Assessment page 41.)
4. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 107 Legal Relations and Responsibility to Public (2000 Edition), if previously unidentified or suspected hazardous materials are encountered during construction, work shall cease at that location and the Arizona Department of Transportation Engineer shall be contacted to arrange for proper assessment, treatment, or disposal of those materials. Such locations will be investigated and proper action implemented prior to the continuation of work in that location. Any parcels requiring additional hazardous material investigation will be completed by the Arizona Department of Transportation prior to right-of-way acquisition. (Refer to Draft Environmental Assessment page 46.)

5. Excess waste material and construction debris shall be disposed of at sites supplied by the contractor in accordance with *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction* Section 107.11, Protection and Restoration of Property and Landscape (2000 Edition). Disposal shall be made at either municipal landfills approved under Title D of the Resource Conservation and Recovery Act, construction debris landfills approved under Article 3 of the Arizona Revised Statutes 49-241 (Aquifer Protection Permit) administered by the Arizona Department of Environmental Quality, or inert landfills. (Refer to Draft Environmental Assessment page 46.)
6. Any material sources required for this project outside of the project area shall be examined for environmental effects, by the contractor, prior to use, through a separate environmental analysis in accordance with *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 1001-2 Material Sources (2000 Edition). (Refer to Draft Environmental Assessment page 47.)



### III. ERRATA FROM THE DRAFT ENVIRONMENTAL ASSESSMENT

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The following pages of errata include additions or alterations to clarify, further discuss, or make text corrections to the DEA. These changes are a result of public and agency comments and are provided below with reference to their pages from the DEA. Sections of the DEA to be deleted are shown as ~~strikeout text (strikeout)~~ and additions to the DEA text are *italicized*.

#### UNIVERSAL CHANGES TO THE DRAFT ENVIRONMENTAL ASSESSMENT

All references to the “Preferred Alternative” are changed to “Selected Alternative”. All references to “would” in connection with the Selected Alternative are changed to “will” including the description of the alternative and associated design features and of the affected environment and environmental consequences. In addition, all references to “would” in connection with the contractor’s responsibilities are changed to “shall.”

#### C. Social and Economic Considerations

(DEA pages 20-21) ~~ADOT would evaluate measures to reduce cut through traffic on Caron Drive during final design. An eastbound Olive Avenue connector road planned east of the 75<sup>th</sup>, Olive, and Grand Avenue intersection is intended to minimize cut-through traffic on Caron Drive. Because of the uncertainty in predicting post-construction traffic movements, the City of Peoria will coordinate with ADOT to evaluate traffic after construction is completed. The City of Peoria Traffic Department works with neighborhoods to address these issues and to implement appropriate traffic calming measures.~~

(DEA page 23) Minimal impacts to the RPTA Yellow Line ~~would~~ are expected during construction because the majority of the work ~~would~~ will be performed along the new Olive Avenue alignment and only temporary impacts ~~would~~ will occur on Grand Avenue during placement of bridge structures. *Additionally, the existing bus stop along northwest-bound Grand Avenue near 71<sup>st</sup> Avenue has no existing sidewalk connection to the residential areas north of Olive along 71<sup>st</sup> Avenue. The Selected Alternative will construct a sidewalk from approximately Freeway Lane to the existing Yellow Line bus stop to provide connectivity. ADOT is coordinating with RPTA and the City of Peoria regarding additional improvements to the transit infrastructure.*

#### G. Noise Analysis

(DEA pages 40-41) A 12-foot barrier in the same location meets ADOT’s 5-dBA insertion loss goal at a cost per benefited receiver of \$20,000, but ~~would~~ will visually impact the residential character. ~~In~~

~~addition, the City of Peoria noise wall ordinance stipulates that masonry noise attenuation walls be 8 feet in height. Because the construction of an 8-foot high noise wall would not meet ADOT's desired 5-decibel insertion loss, no sound barriers would be constructed as part of the proposed improvements. Based on the City of Peoria's noise attenuation wall ordinance no sound barrier was recommended for construction at the time of the DEA's publication and public hearing. Since the public hearing the City of Peoria has modified this ordinance, allowing the construction of noise attenuation walls greater than 8 feet in height. ADOT will coordinate with the City of Peoria and affected property owners to determine location and configuration of sound barriers during final design.~~

## **H. Visual Resources**

(DEA page 41) The addition of an approximately 35-foot-high grade-separation structure and its embankment, as well as the increased height of utility poles, ~~would~~ *will* be visible to motorists and the adjacent residential and commercial areas and ~~would~~ *will* create a more prominent urban character in combination with the elevated railroad overpass. *The potential construction of a 12-foot-high sound barrier will visually impact the residential character in the vicinity of the barrier. ADOT will coordinate with affected property owners to determine the location and configuration of sound barriers during final design.* Because of modern design and improvements to the existing older traffic facilities, the overall visual character of the project area ~~would~~ *will* be altered.

## **K. Water Resources Considerations**

(DEA page 42) Because ~~5~~ *1* or more acres of land ~~would~~ *will* be disturbed, a National Pollutant Discharge Elimination System (NPDES) permit ~~would~~ *will* be required. The Storm Water Pollution Prevention Plan (SWPPP) ~~would~~ *will* be prepared ~~by the final designer prior to the start of construction during final design.~~ The *Phoenix Construction District Construction Office* and contractor ~~would~~ *will* submit the Notice of Intent and the Notice of Termination to the U.S. Environmental Protection Agency (EPA) and copies to the Arizona Department of Environmental Quality (ADEQ). ~~A Notice of Intent would be submitted to the EPA at least 48 hours prior to the start of construction.~~

## **V. Public Involvement/Project Coordination**

### **B. Public Involvement**

(DEA page 53) ~~A public hearing would be held to provide the public the opportunity to comment on the Draft Environmental Assessment.~~

**C. Public Hearing** (New section inserted after Section B. Public Involvement, DEA page 54.)

*The 30-day comment period for the DEA began on August 26, 2002, and ended on September 25, 2002. Copies of the DEA were available for review at ADOT's EPG office, the Velma Teague Library, the Glendale Public Library, and the Peoria Library. A public hearing was held on September 10, 2002, at the Glendale Civic Center, located at 5750 West Glenn Drive, Glendale, Arizona, to obtain comments from the public on the proposed project and on the contents of the DEA. An advertisement announcing the availability of the DEA and the public hearing was placed in the Arizona Republic on August 26, 2002, and again on September 4, 2002.*

*In addition, 19,500 doorhangers prepared in both Spanish and English text were distributed to potentially affected properties within and adjacent to the project area. Because the public hearing for Maryland Avenue was held concurrently with that of the 55<sup>th</sup> Avenue at Maryland and Grand Avenues project site and of the 67<sup>th</sup> Avenue at Northern and Grand Avenues project site, the total number of doorhangers distributed includes the 55<sup>th</sup> Avenue and 67<sup>th</sup> Avenue project areas as well.*

*Sixty people signed-in at the public hearing. Project plans were on display for the public to review. The hearing began in an open-house format followed by a brief presentation on the proposed Preferred Alternative. In addition, a description of the potential environmental impacts was summarized from the DEA. The presentation was given by ADOT EPG and project consultant representatives. Immediately following the presentation, the floor was opened for a question-and-answer session. At the conclusion of the question-and-answer session, the hearing returned to an open-house format where project representatives were available to explain the Preferred Alternative and answer questions in a one-on-one setting. A copy of the handout provided at the public hearing is included in the FEA Appendix A.*

*Comments on the DEA were received via letters, telephone conversations, verbal discussions, and on written comment sheets provided by ADOT at the public hearing, through e-mails, and through comments taken and transcribed by the court reporters in attendance at the hearing. The comments received are available for public review at ADOT's EPG office. For public comments and responses to those comments, as expressed during the question-and-answer period of the public hearing, refer to the September 10, 2002, public hearing transcript provided in the FEA Appendix B. Comments that were not responded to as part of the question-and-answer period of the public hearing are summarized below, along with applicable responses. Public comments and responses are followed by a discussion of agency comments and responses.*

*Comment: Expressed concern about bus transfer station coordination and coordination with RPTA to maintain or improve the bus stops in the area.*

*Response: Refer to Section B. Socioeconomic Resources of the DEA for a discussion of the impact of the Selected Alternative on bus service and to page 7 of the FEA for additional information regarding bus stops. ADOT is currently coordinating with RPTA and the City of Peoria Transit Department to consider additional improvements to transit infrastructure.*

*Comment: Grand Avenue should be redesigned as an expressway.*

*Response: Redesigning Grand Avenue into an expressway was evaluated in the Grand Avenue Major Investment Study. This option was eliminated from further consideration because it would less effectively address railroad crossings and cost more than development of Grand Avenue with Alternating Grade Separations. Refer to Section C. Background and Overview of the DEA for further discussion.*

*Comment: Can the date palms and historic house at the southwest corner of 75<sup>th</sup> and Olive Avenues be avoided?*

*Response: The date palms and historic house cannot be avoided as part of the Selected Alternative. An alternative to avoid this property was considered and eliminated from further study because of the number of businesses that it would impact. For additional information regarding alternatives considered as part of this study refer to Section III. Alternatives in the DEA; for further information regarding this historic property, refer to Section IV. E. Cultural Resources in the DEA.*

*Comment: Can construction of the overpasses at the different Grand Avenue project intersections be staggered to limit disruption?*

*Response: There will be minimal road closures during construction because the alignment is offset from existing roads. Additionally, the Phoenix Construction District Office will ensure that the contractor does not close all Grand Avenue intersections at one time; if one intersection is closed, the others will be open.*

*Comment: The City of Peoria should be petitioned or called upon to change its local ordinance to allow a 12-foot wall to be constructed to allow sound barrier mitigation.*

*Response: After the public hearing, the City of Peoria informed ADOT EPG that its noise ordinance has been modified to allow wall heights greater than 8 feet if needed. During final design, ADOT will coordinate with the City of Peoria and affected property owners to determine the location and configuration of sound barriers.*

*Comment: Residences on Eva Street should be evaluated for noise impacts; elevations of these houses were not adequately considered during the noise analysis.*

*Response: After receipt of this comment, an additional noise analysis was conducted to determine any change in noise impacts based on the new information. Results of this analysis are on file at ADOT EPG. Three Eva Street residence receivers were identified during the noise modeling. Predicted peak hour noise levels at the Eva Street residences are all below 63 dBA and therefore do not meet ADOT's Noise Abatement Policy for consideration of mitigation. Therefore, no noise abatement is recommended for these three residences.*

*Comment: Why isn't the extension of 71<sup>st</sup> Avenue being implemented as part of this design?*

*Response: Current traffic patterns do not warrant the extension of 71<sup>st</sup> Avenue. As adjacent properties are developed, 71<sup>st</sup> Avenue will likely be extended in the future.*

*Comment: Would like curbs and gutters added to Golden Lane to deter out-of-control vehicles from damaging adjacent crops and to stop irrigation water from crossing over the roadway, which may be a driving hazard.*

*Response: Curbs and gutters are not being implemented on Golden Lane. Diversion of irrigation water will be evaluated during final design. Furthermore, based on the design and operating speed of Golden Lane, errant vehicles are not expected to be a concern.*

*Comment: During construction, increased traffic on Sanna and Eva Streets (between 75<sup>th</sup> and 73<sup>rd</sup> Avenues) should be considered. Installation of speed bumps on these residential streets would allow a safer environment for residents.*

*Response: Predicting detailed traffic movements with post-construction conditions is problematic. The City of Peoria Traffic Department has a process in place that works with neighborhoods to address these issues and to implement appropriate traffic calming measures.*

*Four agencies responded with comments on the DEA: the City of Peoria, the Glendale Union High School District, the Maricopa County Environmental Services Department, and RPTA. Copies of their letters are included in Appendix C. At the public hearing, the City of Peoria informed ADOT that its noise ordinance has been modified to allow wall heights greater than 8 feet if needed. During final design, ADOT will coordinate with the City of Peoria and affected property owners to determine the location and configuration of sound barriers. The Glendale Union High School District communicated concerns regarding the sequencing of the Grand Avenue projects in a telephone conversation; overlapping construction times will impact school buses. There will be minimal road closures during*

*construction because the alignment is offset from existing roads; additionally, the Phoenix Construction District Office will ensure that the contractor does not close all Grand Avenue intersections at one time. If one intersection is closed, the others will be open.*

*Maricopa County Environmental Services Department provided contact names for necessary earth-moving and waterline permits. RPTA stated that the project will not substantially impact Valley Metro transit operations in the Grand Avenue corridor and suggested several improvements to existing facilities. RPTA's comments were addressed in a letter dated November 8, 2002, and included in the FEA Appendix C.*